

EXTRA. 2 O'CLOCK. STRING TO A TIE-UP.

Dealers Open a Wide Hole in Their
Embargo on Lumber.

Builders Who Do and Who Do
Not Get Full Supplies.

Lumber Handlers' Union's Olive
Branch Rejected by the
Association.

According to the Executive Committee of the Lumber Trade Association, this is the last day that lumber will be sold to contractors or builders from the yards under any of the heretofore existing privileges. To-night the gates of the Association lumber yards will close, and it is expected by the Executive Committee that they will not be reopened for business Monday morning unless the firms fail to keep their agreement.

While lumber has been shut off, as was supposed, during the week that ends to-day, no very serious cases of inconvenience have been reported. There has been no such thing as a tie-up in the strict sense of the term. A great deal of lumber has leaked out, and cranes in many buildings have been tied over by their ability to get the needed supplies.

Next week, though, the Association promises a tie-up that will be a tie-up. The delivery of all kinds of lumber to contractors, carpenters or builders is expected to cease entirely, and if a truck is seen loading lumber in a yard it will be considered evidence that the agreement is being violated, and remedial measures will be adopted.

OPENED A BIG LOOPIE.

The public was led to believe that at the meeting of the Association yesterday afternoon measures would be taken to put up all cutters and to make the embargo far more stringent than it has yet been by stopping the delivery of lumber to cabinet-makers, box factories or piano factories on previous contracts, or, in fact, the delivery of lumber of any kind to anybody.

Instead of such such action, however, the Association voted to allow the delivery of hard woods, as well as cabinet and finishing material.

This leaves a very wide hole through which can pass supplies that will cheer the heart of many a lumber-stored builder. Instead of tightening the lines, it looks as if the embargo is being loosened.

It also shows that the sentiment of the members of the Association on the subject of a general tie-up was not harmonious.

Had it been the unanimous desire of the dealers to fight to a finish the battle with organized labor of the building trades, no such loop-holes as this would have been left open.

The only kinds of lumber that are now under restriction by the Association are those which are always most easily obtained.

AN OLIVE BRANCH REQUESTED.

Walking Delegate Hagerty, of the Lumber Handlers' Union, said this morning:

"I have had a talk with the lumber dealers and proposed to them that they appoint a committee to confer with a committee from the Union, to the end that a peaceable arrangement can be made to bring this trouble to an end."

"This they would not do until we undo all that has been done in regard to Buckle's lumber, then they say they are willing to talk."

"If a committee from the Association would confer with us, I have no doubt but that a satisfactory arrangement could be made for the bringing of this trouble to a satisfactory settlement. As it is, we are as determined as ever, and we do not propose to give in the slightest degree."

There will be a meeting of the Lumber Handlers' Union at Rose Hill Hall, Third Avenue, near Twenty-third street, to-morrow morning at 10 o'clock, to discuss the situation.

INCONSPICUOUS OF THE EMBARGO.

An incident was noticed yesterday which shows a startling inconsistency in the present effort at an embargo. It is stipulated that lumber can be sold to builders in Brooklyn, Jersey City and Long Island City, but none must be sold for use in New York. Yesterday a truck from Bulmer's yard in Brooklyn delivered a load of spruce beams, 12 to 18 feet long, to a house on One Hundred and Fourth street, between Eighth and Ninth avenues.

Just to what extent this scheme of buying lumber in adjacent markets and delivering the same to builders in this city is carried on is not known, but it is safe to say that this was not the only load of the kind that has been delivered since the New York embargo was ordered.

Builders do not find themselves in as bad a predicament as they thought they would be by this time.

FEELING THE TIE-UP'S EFFECTS.

F. Wood, carpenter and builder, 225 West Twenty-third street, has begun to feel the effects of the tie-up. Mr. Wood is building a row of five-story brown-stone houses on Thirtieth street, between Ninth and Tenth avenues.

The houses are up as far as the fourth floor and are ready for the fourth tier of beams, but the beams are not forthcoming. About forty men will be laid off to-night. Most of them are Irishmen.

Mr. Chesley, of the firm of Morton & Chesley, Columbia Building, 29 Broadway, said to an EVENING WORLD reporter: "Our firm is in hearty sympathy with the dealers, and we hope they will gain their fight. Just at this time the lumber tie-up does not affect us."

"We are doing work on the Columbia Building, the Central Building, at Liberty and West street, the Museum of Natural History, Manhattan Square and St. Michael's Church. If this trouble lasts a week longer I will lay off about one hundred and fifty men."

At the office of Bulmer P. Walsh, 422 West Twenty-fifth street, it was learned that the lumber embargo had made no difference with his operations. "I am not in the lumber tie-up," said the foreman, "and we have contracts with Wilson & Adams that must be filled if we decide that we want to use the lumber. These

POINTERS ON THE RACES.

Tipsters' Opinions on the Various
Winners To-Day.

Programme of the Several Events
to Be Run Off.

The bad weather will probably spoil many of the very excellent races on the card at Brooklyn to-day. The track will be heavy and rain will probably fall all during the afternoon.

The features of the card are the Sea-side Stakes for two-year-olds and the Carlton Stakes for three-year-olds. This last race brings together at a mile the crack three-year-olds Strathmore, Bolero, Warpath, Bermuda, Algonquin, Tarride, and Ambulance.

The first race is at a mile for maiden three-year-olds. Warpath has been credited with some very fast trials and he may win. Master may be second and Portchester, as Westchester has been renamed, may be third.

The second race is at a mile and a furlong. Admiral has dropped in at every weight and ought to win. "Tristan" may be second and Sir John may beat the others.

The third event is the Sea-side Stakes at five furlongs. Zorling looks the best of the lot on her private trials and she may win. Morris's best (Laughing Water or Oppressor) may be second and Albion may beat the others.

The fourth race is for the Carlton Stakes at a mile. Strathmore may win with Bermuda second. Terrier ought to be third.

The fifth race is at five furlongs. Picochilly may win, with Rex second. Mars may be third.

The sixth race at a mile should fall to Strike who is credited with breaking watches in his trials. Lowlander may be second and Lizzie third.

TENNY IS AGAIN FAMOUS.

Lucky Winners Praise Him as
the Greatest Horse on the Turf.

It is Now Seen that He Was by Far
the Best Horse in the Handicap.

Everybody was talking about the Handicap this morning. On the boats, on the trains and in the streets nothing could be heard but horse talk.

"If Hamilton had ridden Tea Tray the result would have been different," was one comment which was heard very often.

"If Prince Royal had not been interfered with he would have been the only one left," said others.

"Judge Morrow got away badly, or he would have won in a canter," was the comment of many others.

There were thousands of excuses made by losers for their favorite horses. The winners made no complaint and were too much overjoyed at their luck to kick at anything.

Now that the Handicap is all over and one can sit down and calmly review the race it is easy enough to see that Tenny was the best horse in the Handicap. He was the greatest horse last year barring Salvador, and from his performance yesterday he will probably be the crack thoroughbred of this season.

It was not a great race from a purely racing point of view. There were too many starters, and at least half of them never had a chance in the world and their running in the race only interfered with the others.

Prince Royal, Banquet, Judge Morrow and Tea Tray were more or less interfered with during the entire journey by other horses. The only real race occurred in the stretch when Prince Royal, Tea Tray, Banquet and Judge Morrow were struggling for the place.

Tenny was easily, and Col. David T. Pulsifer, his owner, is nearly \$50,000 richer. Of this amount \$45,000 was won in wagers and the other \$5,000 represents the value of the stakes.

Davy Johnson is credited with winning \$40,000. Ralph Bayard, an intimate friend of Col. Pulsifer, won \$2,750. Mattie Corbett is said to be \$5,000 richer by Tenny's victory. Skip Donovan, who owns a share in Tenny, is \$8,000 richer.

Police Justice Patrick Divver got a straight tip on Senorita and left his money with the bookies. Ex-Assemblyman Edward P. Hagan backed Tenny for a small amount. Senator Jacob A. Cantor also backed Tenny. Assemblyman P. H. Bloch was certain that Judge Morrow would win and he tried to induce ex-Assemblyman Mayhew of Washington County, to bet on him. The latter, however, refused to bet. Ex-Congressman Richard Finckman wagered \$100 on Senorita. Alderman Kousenman played on Tenny.

Police Justice John J. Ryan had five straight tips, and neither of them won. Assemblyman Walter G. Byrne won \$50 on Tenny. He got scared, however, and hedged out \$20 on Banquet.

CROKERTALKS FREELY.

Tammany's Chief Interviewed on
Board Ship This Morning.

In Good Health and Going to
Stay in New York.

Sorry the Steeklers Went, but
Thinks They Were Foolish.

Ex-City Chamberlain Richard Croker, Tammany Hall's chief, returned from his European trip this morning on the Hamburg-American Packet Liner, the Fuerst Bismarck.



While the Tammany Chief's coming was not entirely unexpected, his arrival on the Fuerst-Bismarck was very unexpected.

The news of his embarkation was kept a most profound secret, and despite the many rumors that were floating around, Mayor Grant, Commissioner Gilroy and other Tammany magnates declined to confirm these rumors, but threw out intimations that Mr. Croker would not come home this summer.

The arrival in town of Chairman Edward Murphy Jr., of the Democratic State Committee, last night, was considered a strong indication that Mr. Croker would surely return to-day as he is a close personal and political friend of the Tammany Chief.

Whether or not Mr. Murphy was aware of Mr. Croker's coming, he kept his own counsel. He was accompanied by his wife and daughter and passed a quiet evening with Mayor Grant. Mr. Murphy did not go down the bay to meet Mr. Croker, nor was he or any of Mr. Croker's friends at the Hamburg-American dock in Hoboken when the Fuerst-Bismarck arrived there.

Despite an EVENING WORLD reporter, the only New Yorker to greet Mr. Croker upon his arrival was Contractor William Grogan, of the Barge Office, a staunch Eighth District Republican, but a warm personal friend of Mr. Croker's family.

Contractor Grogan and the reporter went down the bay to the point where the Fuerst-Bismarck landed, and met the Fuerst-Bismarck a little distance below Liberty Island and shortly after 7 o'clock.

Contractor Grogan seemed surprised at Mr. Croker's reported coming, on the way down the bay, but after a little he admitted that he knew Mr. Croker was coming, and that he had been out in the rain for no other purpose than to meet him.

Mr. Grogan hastened into the big ship's saloon, expecting to find Mr. Croker at breakfast, but the latter was already on deck defying the elements with a big snappy overcoat, having arrived at 4 o'clock.

"Hello, Bill!" he shouted as soon as he saw Mr. Grogan. "I'm wonderfully glad to see you."

"So am I," replied Grogan. "Come inside and declare yourself."

The two hurried into the saloon, where Mr. Croker was interviewed by a Customs inspector. He drew Mr. Grogan aside and whispered:

"Does any one know I'm coming?"

"No, the papers have only hinted at it," was the reply.

"Are there any reporters on board?" (nervously.)

"Hm, well, there is one," somewhat nervously remarked Mr. Grogan, indicating THE EVENING WORLD man.

"Then for heaven's sake tell him I've nothing to say," responded the Tammany chief.

The next minute, however, he relented and greeted the reporter in his usual pleasant and quiet manner and in answer to a question as to his health replied that he was feeling first-rate.

His appearance certainly showed it. His form was as robust as ever, and his cheeks had a glow that betokened almost perfect health.

Mr. Grogan ventured the opinion that Mr. Croker had never looked better than in his present days and Mr. Croker intimated that he felt as well as he looked.

Mr. Croker was very much disinclined to talk even about his trip. He said:

"We had a splendid trip, with quite a little fog, to be sure, but on the whole the weather was just right for a pleasant voyage."

"Of Newfoundland we saw a big iceberg, and soon after a school of whales added to our pleasure, especially that of the boys."

"Your family returns with you?"

"Yes; myself, Mrs. Croker, Richard Jr., Francis and the four other little ones, besides two maidens and a dog of the boys."

"Your family returns with you?"

"We travelled a little in the East, but most of our time was spent in Rome."

"I'm glad to get home again, I can tell you, and stay in New York for some time. I have no real plans for the summer as yet, but I mean to keep your interest in politics while abroad."

"No, I tried to forget them entirely."

"But now that you are back?"

"Well, I probably shall take some interest in the campaign this Fall. I generally do with a slight twinkle—when I'm in New York; you see it seems rather natural," and Mr. Croker and Mr. Grogan laughed.

"What do you think of the probability of Gov. Hill's running again?"

ROBBED THE MAILS.

Thieves Take a Pouch of Registered
Letters from a Mail Wagon.

Burst Open Its Door While Pass-
ing Through Fifth Avenue.

Police Recover the Pouch, but the
Thieves Get Clear in the Darkness.

The Post-Office authorities are this morning trying to keep their heads above water in the matter of a mail pouch of registered letters from a mail wagon.

According to the story told by the police, a letter and more ingeniously planned robbery of the mails was never attempted in this city.

The rear door of a mail wagon, on its way to the Grand Central Depot with mail for the 9:05 train for Chicago last night, was forced open while the heavy vehicle was slowly lumbering along over the pavement of Fifth Avenue at Thirty-fifth street, and the valuable registered mail pouch was snatched and carried off by two men, who would have escaped with their booty if it had not been for vigilant Policemen Brady, of the Thirtieth street station, who gave chase and recovered the pouch.

This latest attempt to rob the mails leads to the belief that it was the work of the same men who for weeks systematically rifled the street letter boxes of their contents and who escaped arrest despite the fact that the entire police force of 5,000 men, the same number of letter carriers and a small army of special agents of the treasury were on the lookout for the thieves.

Detectives kept a watch on every letter box in the district where the depredations took place, and yet the thieves escaped detection.

That job was done so cleverly that the conclusion was reached that the robbers, who were thoroughly acquainted with the workings of the Post-office, disguised themselves as letter-carriers to escape detection.

In this case it is apparent that the robbers were equally well informed. They knew that this particular mail wagon carried the registered mail for the 9:05 train; that registered mail pouches were kept separate from the ordinary mail, and knew just where to place their hands.

The Post-office authorities profess that they don't see it in that light, but they admit that the pouch was either stolen or dropped out of the wagon by accident.

One of those ponderous red-tape investigations which are so common in the Post-office is now being conducted. Until then the post office officials say they prefer to remain silent. But the facts, as stated, are known.

Policeman Brady was standing at Thirty-fifth street and Fifth Avenue about 8:30 o'clock last evening when the mail wagon, driven by William Keller, left the depot and headed for the Grand Central Station, passing north on the avenue.

The policeman saw two men follow the wagon, pry open the door, pull out the sack, which proved to be the registered mail pouch, and run off with it.

Neither the driver nor Keller noticed anything and they drove rapidly on.

Early next day the police, seeing that the policeman gained the pouch, and being hampered by the heavy sack, dropped it, and, separating, disappeared in different directions. Brady took the pouch to the station-house.

Keller, when he arrived at the station, discovered this loss, and reported it to the Grand Central Station Superintendent.

An inquiry was sent out from there to neighboring stations, which resulted in the recovery of the bag in time to have it despatched by the 9:05 train.

Now the question arises, who would have been responsible in case the pouch was lost. The contents of the pouch were not known, but the fact that the pouch was lost in the hands of the mail carrier, and not in the hands of the thieves, is a matter of record.

The greatest care is taken in the transmission of mails. The wagons are locked by an inspector before they leave the Post-office, and Mr. Woods supposed that the lock on Keller's wagon was "all right" before he started.

He was not convinced as to whether the lock was pried open or opened of itself by accident and the registered mail pouch, which was the last one put in the wagon and lay near the door, dropped out.

It contained ninety packages of valuable letters. The contents of the letters are not known, but presumably they contained money or valuables, or they would not have been registered.

The letters were nearly all addressed to Chicago business houses.

The police are not doing anything in the matter and if the Post-office is inclined to believe the theory that the pouch was lost by accident the robbers will never be caught.

EXTRA. 2 O'CLOCK. TUNNEL LIGHTING.

The Railroad Commissioners Are
Reported in Disagreement.

Open Meetings on the Subject to
Be Held in New York.

New York Central Will Try to Prove
Electric Lights Impracticable.

OFFICIAL TO THE EVENING WORLD.

ALBANY, May 16.—When THE EVENING WORLD was making its vigorous fight against the New York Central Railroad Company, to compel it to consult the public interest by lighting and ventilating its dark and noxious tunnel in New York City, the wily officials of that road asked the State Railroad Commissioners for permission to make an experiment by lighting with electricity a portion of the subway which had twice been burned, a death-trap for light and ventilation.

It was given out at the time that that experiment was to be made by the Railroad Commissioners, but Commissioner Richard ingeniously announced that it was the New York Central Railroad Company that was doing it, and the investigation at once gave ground. Mr. Vice-President Webb had made this move as an offset to THE EVENING WORLD's agitation.

The belief that it was only a race and not an experiment made in good faith was strengthened when Mr. Webb had the electric light reflectors so arranged as to throw the glare into the eyes of a party of newspaper men and others who were inspecting the lighted portion of the tunnel under the guidance of Chas. M. Deppay.

That it was only this seems to be proven to-day by the announcement that the railroad officials have asked the State Railroad Commissioners to remove the experimental lights, and that the Commission has as readily given its consent.

It is announced that the Commissioners are to hold open meetings in New York City, at which prominent engineers are to present their views, and it is expected that the New York Central officials will attempt to convince the people that lighting the tunnel with electricity is impracticable.

At these meetings the advocates of tunnel lighting and ventilation should produce before the Commissioners all the evidence which they have to counterbalance the weight of testimony which the railroad will undoubtedly produce.

These meetings to inquire into the necessity for lighting and ventilating the tunnel are considered necessary since the Sulzer-Bryne-Abern bill becomes a law. The bill gives the Commissioners power to compel the improvement, and it is clearly their duty to make inquiry.

The advocates of the improvement of the present dangerous subterranean passage should rally in force to prove the necessity which exists for the Commissioners to receive the mandatory power which the law gives them.

As preliminary to the meetings the Commissioners are said to have made a recent and thorough personal inspection of the tunnel.

There will again be darkness and danger in the Fourth Avenue Tunnel in three or four days when the experimental electric lighting is placed there for the safety and guidance of the engineers will be taken out by order of Third Vice-President Walter H. Webb.

"The experiment," said Mr. Webb, this morning, "has proved the inability of the lights in the tunnel. The method of lighting has been found impracticable, and I will have the light removed by order of the Railroad Commissioners."

"When did the Railroad Commissioners issue the order you speak of?"

"About two weeks ago."

"Did they make the order of their own volition, or on representations made to them that the experiment was a failure?"

"Their decision was made after a general discussion of the subject with the officers of the road."

"Will you make any other experiment of lighting, and will you ventilate the tunnel?"

"We have no plans as yet. We were always willing to follow suggestions or other orders of the Railroad Commissioners, and we are ready to do so now, more especially since the Commissioners are authorized by law to compel the lighting and ventilating of tunnels."

The experiment of lighting the tunnel by means of incandescent lights was made before the act recently passed by the Legislature, through the efforts of THE EVENING WORLD, became a law.

The Commissioners had not then the warrant of law to compel the lighting and ventilating of the tunnel as they now have.

Tunnel lighting with proper ventilation is a proven success. The Commissioners will, no doubt, try it again.

The recent experiment could not be considered official. It was really carried on under the supervision of the railroad company, and not by the Commissioners, so that as far as official results are concerned the test cannot be considered a failure except on one side—that of the corporation.

The lighting experiment was made in what was known as the "rock cut," the darkest part of the tunnel, through which the north-bound trains run.

The Rock Cut Will Not Be Blinded.

ENR, Pa., May 16.—"John" Manefee, the well-known pitcher of the Erie, was lodged in jail this morning. The trouble grew out of a suit for damages by Michael McKinney, based on injuries he received to a row at the Wilson House last winter, where Manefee was drunk. McKinney sues for \$5,000 damages and a bill has been filed in the Supreme Court. Manefee's attorney says that McKinney and his friends, judging that the loss of Manefee would be a great success in working a blackmail scheme on the Erie baseball management, as they have already offered to settle if the directors will put up a certain amount. As the management refuse to be bluffed the scheme is availed with considerable interest.

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At these meetings the advocates of tunnel lighting and ventilation should produce before the Commissioners all the evidence which they have to counterbalance the weight of testimony which the railroad will undoubtedly produce.

These meetings to inquire into the necessity for lighting and ventilating the tunnel are considered necessary since the Sulzer-Bryne-Abern bill becomes a law. The bill gives the Commissioners power to compel the improvement, and it is clearly their duty to make inquiry.

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THE SUNDAY WORLD OF MAY 17

Will contain many admirable features,
among which may be mentioned:
An Afternoon with Holmes.

A "WORLD" STAFF CORRESPONDENT
VIEWS "THE AUTOCRAT OF HOME."
BRED AND RAISED IN THE
MIDST OF THE MOST FAMOUS HORSES
AND MARES WILL BE GIVEN.

Mr. Burdett-Coutts's Famous
Breeding Farm.

MR. CHARLES S. PELHAM-CLINTON
TELLS HOW THE HACKNEYS ARE
BRED AND RAISED, PICTURES
OF MANY OF THE MOST FAMOUS HORSES
AND MARES WILL BE GIVEN.

Three Great Stories.
A Puritan Pagan.
King David's Friend.
Adventures of a Million.

Foxhall Keene on
English Fox Hunting.
Lord Wolseley on Sherman.
Frank Work on the Turf.
"I'll Not Believe Thee False."
"M. QUAD" vs. BILL NYE.

THE SUNDAY WORLD,
PRICE 5 CENTS.
The Evening World.

BOLD BROOKLYN BURGLARS.

They Packed Up \$3,500 Worth
of Russell's Clothing.

A bold burglary, the robbers getting away with property valued at nearly \$3,500, was the result of the Brooklyn police early this morning.

Michael A. Russell, a clothier, who keeps a large store at the corner of Nassau and Bridge streets, and Robert Jones, a manufacturer of carriages and wagons, are the victims.

The thieves got into Jones's premises last night and broke through a small door leading to the rear of Russell's establishment. After getting \$3,500 worth of clothing packed up they loaded it into one of Jones's wagons, to which they hitched his \$500 roadster, and calmly drove off.

Russell occupies three stores on Bridge street. The front of the establishment is very showy, and an electric light on the opposite corner throws a flood of light in the windows. The tailors said that when he looked up the store last night everything was all right. When he arrived at 10 o'clock this morning he discovered nothing unusual until he went into the workshop.

Then he found that six large packing cases, which had been filled with heavy winter goods, as well as several huge piles of clothing that had been stored on a table, were missing. The cases had been broken and the boards laid on the floor.

While he was making up his mind what he should do, Jones, the wagon-maker, came into the store and said that he had been robbed of a horse and wagon and some tools.

The police are thoroughly mystified over the robbery. How the thieves gained an entrance to Jones's establishment, which is on Nassau street, in the rear of Russell's, they do not profess to know.

NEW SHIP BROKE THE RECORD.

The Hamburg-American Packet Company's new palatial steamship, the Fuerst Bismarck, arrived at her dock at 7:30 o'clock this morning, her officers having the proud consciousness that she had broken all records between New York and Southampton on her maiden trip.

The Fuerst Bismarck left Southampton Saturday, May 10, at 3:30 P. M., and arrived at Sandy Hook at 1:30 last night, making her exact running time 6 days and 14 hours.

This is two hours and two minutes better than the best record made by the Columbia from Southampton to New York, that of June 6-13, 1889, in 6 days, 16 hours and 2 minutes, and is one hour better than the best record made by the Columbia from New York to Southampton, that of Oct. 2-10, 1890, in six days, fifteen hours.

ITATA REPORTED CAPTURED.

Said to Have Been Taken Off the
Coast of Jalisco.

THE AUTOCRAT AT HOME.

Next Sunday's WORLD will contain
a charming sketch with Dr. O.
W. Holmes—the most complete in-
terview with the poet that has
been published for years.

With your lunch drink a glass of MORGAN'S CHAMPAGNE. Everybody keeps it.